

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL, BATHURST.
THE ADMIRALTY have given
a special permission for raising a
Battalion of 1,000 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.
Good Save Tax King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

WIRE GAUZE
MOSQUITO NETTING.
Stocks kept at reasonable
prices.
ALEX. ROSS & Co.,
Phone 27.

No. 18,098.

號八十九零千八萬一第

日六十月四年辰丙

HONGKONG, WEDNESDAY, MAY 17TH, 1916.

三拜禮 號七十月五年五國民華中

Price, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

May 18th.—Europe (via Siberia), per s.s. NANKIN.
May 22nd.—Europe (via Negapatnam), per s.s. Tosa Maru.

TO DEPART.

May 17th.—Europe via Siberia, at 10.30 a.m., per s.s. Empress of Russia.
May 17th.—Shanghai, North China, Japan (via Nagasaki, Yokohama, B.C. (Canada), United States, South America and United Kingdom via Vancouver, at 10.30 a.m., per s.s. Empress of Russia.
May 18th.—Europe via Siberia, at 5 p.m., per s.s. YINGCHOW.
May 19th.—Straits, Burmah, Ceylon, Aden, Western Australia, India, Egypt and Europe, at 11 a.m., per s.s. NANKIN.
May 22nd.—Straits, Burmah, Ceylon, Aden, Australia, India, Aden, Egypt and Europe, at 4 p.m., per s.s. PONTOS.
May 26th.—Formosa via Keelung, Shanghai, North China and Japan via Maji, Victoria, Tacoma, and United Kingdom via Canada, at 1 p.m., per s.s. CANADA MARU.

F.B.—For further returns and for Mails to and from the Coast Ports, Manila, Batavia, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
HONGKONG, 212, CROSS STREET, 1916.

FOR SALE.

COLLECTIONS OF CHINA POSTAGE STAMPS, in packets, all different, no duplicates.

50 Stamps for \$1. 80 Stamps for \$4.50.
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Hongkong, 7th April, 1916. [501]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Machines in Various Shades.
Telephone 1215.
Hongkong, 4th February, 1916. [502]

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
1.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 " " 10.30 " " " " " " " "
10.30 " " 11.00 " " " " " " " "
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INTIMATIONS

NEW SHIPMENT OF VICTOR-VICTROLAS AND VICTOR RECORDS

RECEIVED BY THE

S.S. "EMPRESS OF RUSSIA,"

INCLUDING ALL THE LATEST SUCCESSES.

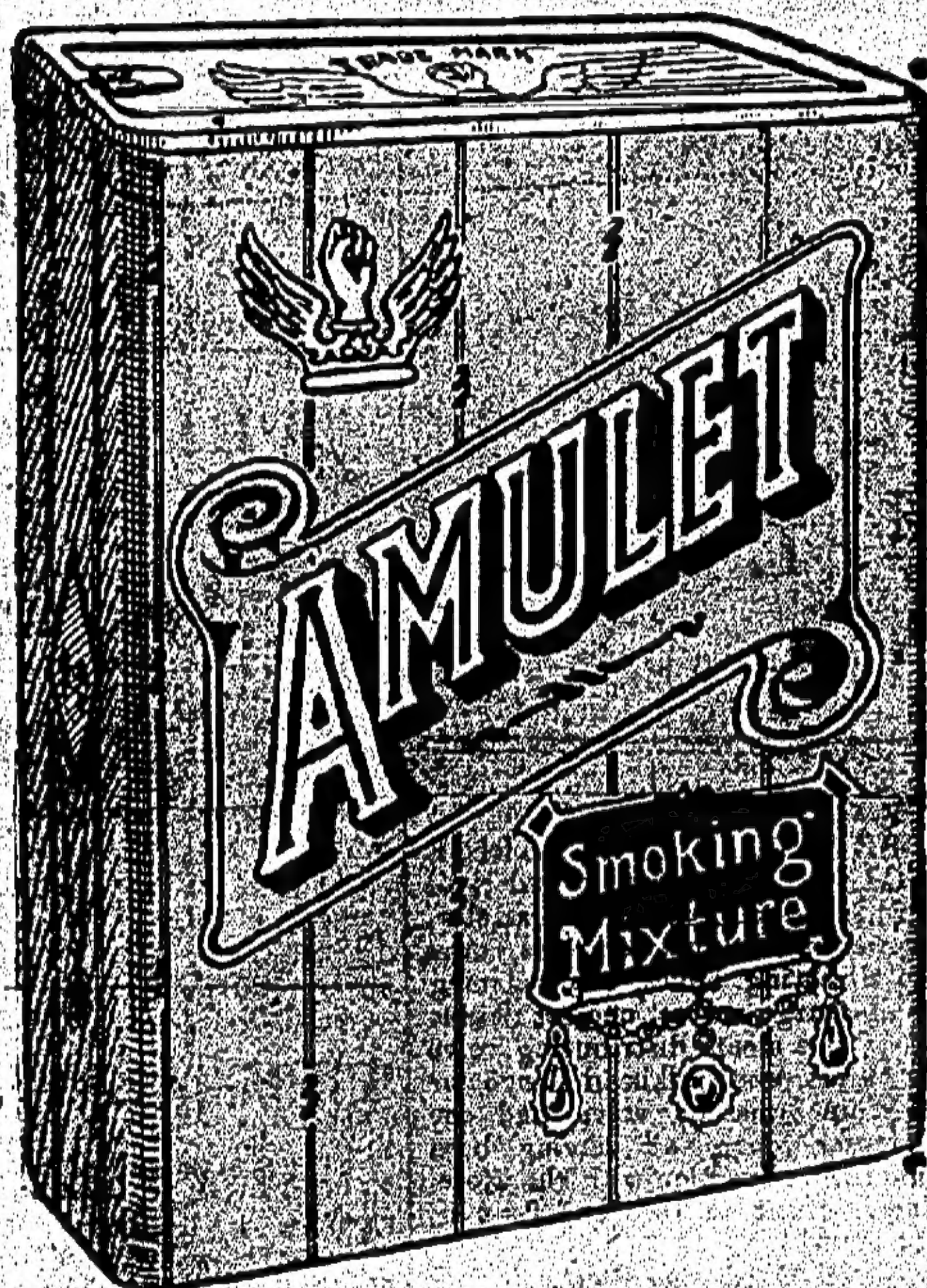
S. MOUTRIE & CO., LTD.,

EXCLUSIVE AGENTS.

Hongkong, 16th May, 1916.

THE BEST TOBACCO YOU CAN GET
IS THAT OLD FAVOURITE "AMULET."

A SHIPMENT HAS JUST ARRIVED.



\$1.10

for
4 ozs.

\$1.10

for
4 ozs.

WESTMINSTER TOBACCO CO., LTD.

Hongkong, 11th May, 1916.

BEER!



ASAHI!

SAPPORO!

OBTAINABLE EVERYWHERE.

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OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS,
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No. 1, HILLSIDE, THE PEAK.
GODOWN, at Wanchai.
No. 1, and 2, WEST END TERRACE,
KOWLOON.
Apply:
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.

FOR SALE
HUMPHREY & PASSENGER TOU-
LING CAR, complete electric equipment,
excellent condition throughout.
Apply to—
No. 16,
Care of "Daily Press" Office,
Hongkong, 16th May, 1916. (701)

NOT BEYOND HOPE.

Those who have suffered year after year with Rheumatism will be glad to hear of a remedy that has proved an absolute specific. There are no conditions of Rheumatism, no matter how severe, nor from what cause, that cannot immediately be relieved, and permanently cured by LITTLE'S ORIENTAL BALM. People who have tried a hundred remedies, liniments, and doctors are apt to be resigned to their fate. They come to believe that there is no such thing as a cure for Rheumatism. They have been disappointed so many times that another trial seems almost useless. To all such we say, try LITTLE'S ORIENTAL BALM faithfully and patiently, and you will soon rejoice at the return of your precious health. Many a person was cured through LITTLE'S ORIENTAL BALM by the use of a single bottle, others have used from 3 to 6 bottles to obtain the same result. In only very rare and exceedingly obstinate cases were more than 6 bottles necessary.

Sold at 1s. 4d. per bottle.
Agents for Hongkong:
Messrs. A. S. Watson & Co., Ltd. (578-14)

FORTHCOMING EVENTS.

TO-DAY
3 p.m. — Wm. Powell, Ltd., Meeting of Shareholders.
Friday, 19th May —
Noon — Canton Insurance Office, Ltd., Extraordinary General Meeting.
12.10 p.m. — Canton Insurance Office, Ltd., Extraordinary General Meeting.
Saturday, 20th May —
Noon — Hongkong Electric Co., Ltd., Meeting of Shareholders.
Monday, 22nd May —
11.30 a.m. — China Bureau Co., Ltd., Meeting of Shareholders.
Tuesday, 23rd May —
Noon — Peak Tramways Co., Ltd., Meeting of Shareholders at the Hongkong Hotel.

THE RECENT SHIPPING STRIKE COST TO THE OWNERS OF THE GUILD'S DEMANDS.

Referring to the increases asked for by the China Coast Officers' Guild the *N. C. Daily News* in a recent issue wrote:—

It has been said by the companies that these will represent an enormous increase in the expenses of the companies, and the Guild has accordingly examined, in detail, the terms and what they are likely to cost.

The amounts given below have been worked out by three captains independently and though it cannot be claimed that they are exact, they are doubtless representative fairly of the amount that will be required to meet the demands of the members of the Guild.

Firstly, an increase of 25 per cent. has been asked for in captains' salaries. To arrive at the amount required, it has been necessary to take the monthly salary of senior and junior masters amounting to £255. An increase of 25 per cent. on this represents £63.75 per month, or £765 per annum.

Chief and second officers demand an increase of 15 per cent. which in the case of chief officers, on the mean salary of £21, means an increase of £3.15 per month, or £37.80 per annum. Second officers' pay, at the mean of £15, would be increased by £2.25 per month or £27 per annum.

There would also be a difference in the half-pay granted to captains going home on leave for nine months every six years instead of six months every six years on a higher scale of pay who would amount to £18 2s. per annum. A similar increase in chief officers' half-pay and greater frequency of leave would cost the company an additional £9 4s. In the case of second officers, as he could be promoted to chief, it is hoped, before his first five years of service, no increase would occur.

To grant captains a first class mail passage home and out in place of the second class mail now given would cost the company an additional sum of £6 12s. per annum; to grant chief officers a second class mail passage in place of second class intermediate, would cost an additional £3 per annum. A contribution of five per cent. of a captain's increased salary for the establishment of a captain's pension would cost £20 4s. per annum; for a chief officer, £14 8s. and for second officer £10 6s. per annum. There remains the additional expense to the companies involved in granting nine months' leave every six years instead of six months every six years owing to the necessity of employing a greater number of substitutes, at a higher salary, for a greater period. The difference between this and the old scale amounts to £34.8s. per annum.

Summarizing these increases in tabular form:
Increase of expenditure for one ship:
Captain's salary, increase of 25 per cent. £765
Chief Officer's salary, increase of 15 per cent. 37 16s.
Second officer's salary, increase of 15 per cent. 27
Increase in half pay to Captain owing to longer leave, etc. 18 2
Increase in captain's passage, first mail instead of second 0 12
Increase in chief officer's passage, second mail, instead of intermediate 3
Company's contribution to captain's pension, 5 per cent. of £43 13s. x 12 months 20 4
Company's contribution to chief officer's pension, 5 per cent. of £29 4s. x 12 months 11 8
Company's contribution to second officer's pension, 5 per cent. of £17 5s. x 12 months 10 0
Employment of extra officers to allow of longer leave after shorter period of service 31 8
Total additional expenses for above, per ship per annum £992 0s.

This represents the increase for the executive department only, to it must be added a nearly similar sum for the engineers. As, however, the chief engineer is on a lower scale than the captain, the other grades being similar, the sum of £278 may be added as the additional increase to give the engineers the same terms, making a total increase of £570 per annum.

WHAT A SHIP MAY EARN.
Let us now see what the gross earnings of a ship on one of the best paying trades, that of Bangkok to Hongkong amount to. The freight by latest advices was £1.20 per picul which, for an average-sized coaster carrying 35,000 piculs, yielded, £42,000 or, at 8s.5d. to the pound, \$5,900. Out of this have to come the ship's running expenses, an amount that it is difficult to arrive at. As, however, before the war, owners were willing and eager to charter their ships at 25 cents per picul, we may take it that the ship could be run profitably at this figure. Let us further assume that the war has increased running expenses coal, stores, etc., by 40 per cent., the paying rate would be 35 cents per picul. A freight of £1.20 per picul represents, therefore, a clear gain of 85 cents per picul, or \$99,750 per trip amounting, at 85.50 to the pound, to £23,500 clear profit per trip.

This does not include such freight as the vessel might carry on the downward trip, but it shows that on one voyage of 40 days one ship on that trade can earn enough to pay the increased expenses for six years and two months. Alternatively, in one and a half trips, or 150 days, she could earn enough to pay the increased expenses of the whole China Navigation fleet of 49 ships for one year, assuming the remainder to have earned upon their seniority.

COMPAN REPORTS. PEAK TRAYS CO. LTD.

The report of directors for the year ending 30th April 1916, for presentation to the shareholders at the ordinary annual general meeting on the 23rd inst. is as follows:—

The net profit of the twelve months after deducting directors' fees and general managers' remuneration and providing for 10 per cent. subsidiary and silver cess amounts to \$25,203.88 To which has been added the balance brought forward from last year 2,300.04

Making available for appropriation \$27,503.92

The directors recommend that a dividend of 7 per cent. per annum be paid to shareholders, absorbing \$21,000.00, the \$5,000.00 to be transferred to reserve fund and that the balance of \$1,503.92 be carried to a new profit and loss account.

In accordance with Rule 73 of the Company's Articles of Association, Dr. J. W. Noble, Mr. J. Scott Harston, Mr. C. S. Gubbay, Hon. Sir Paul Chater, C.M.A., and Hon. Mr. David Landale, being eligible, offer themselves for re-election.

The accounts have been audited by Messrs. C. Bernard Brown and A. R. Lowe, who offer themselves for re-election.

The profit and loss account is as under:—

To loss on subsidiary and silver coins	\$ 2,516.70
To coals and stores	13,001.91
To charges	4,021.85
To maintenance and repairs	6,094.38
To rates, Crown rent and fire insurance	1,847.88
To salaries and wages	26,494.87
To office rent and clerks' salaries	6,000.00
To remuneration to directors	2,600.00
To remuneration to general managers, 5 per cent. on gross earnings	4,737.14
To balance as per balance sheet 25,203.88	
	\$62,512.87
By traffic receipts	\$87,967.33
By rents	454.00
By interest receivable \$6,098.80	
By less interest payable 2,029.92	
	\$ 9,469.04
By transfer fees	22.30
	\$92,512.87

HONGKONG TRAMWAY CO.

The approximate statement of traffic receipts for the week ending 13th May is as follows:—

	Receipts	Aggregate
This Year	\$10,775	\$53,893
Last Year	8,013	50,480
Increase	2,762	3,412
Decrease		

nothing in the interval. It would not appear, then, that the demands of the Guild are very great if ten ships on the Bangkok-Hongkong trade can earn enough in 150 days to pay the increase of the whole fleet for ten years, even if the remainder earned nothing.

SETTLEMENT ON FOUR IMPORTANT POINTS.

The China Coast Officers' Guild met the representatives of the Companies at the Merchant Service Club on May 10th to settle the N.C. Daily News in an attempt to come to a settlement. The conference, which was called on the receipt of a proposal from Sir Everard Fraser, H. M. Consul-General, commenced at 4 p.m. The Merchant Service Club being chosen as a meeting place on account of the better accommodation afforded than by the guild room in which several crowded meetings of the members had previously been held.

Sir Everard Fraser presided, there being also present Messrs. A. P. Blunt, shipping vice-consul, E. F. Mackay and P. M. C. Young, of Messrs. Butterfield & Swire, D. Landale and W. F. Inglis, of Messrs. Jardine, Matheson & Co., and Capt. D'Oliveira representing the guild. There were also some 70 members of the guild present.

After being in session for about five and a half hours, during which time a fair number of proposals were discussed, it was decided to adjourn further consideration until the 12th inst.

As a result of the meeting the paramount question involved in the strike, namely, the recognition of the Guild, was settled satisfactorily to the members, and it is confidently expected that the matters now outstanding will be adjusted by small concessions on both sides.

In presenting their ultimatum the Guild made nine demands in all and as a result of the deliberations four of them were disposed of in a satisfactory manner.

The request that masters and officers should be given nine months' home leave for every five years' service was granted, as was also the recognition of the right of masters and officers, when proceeding on leave, to choose for themselves the route by which they travel.

THE SOY CHEE COMPANY. PROPOSAL FOR A SPECIAL INVESTIGATION DEFEATED.

An extraordinary general meeting of the shareholders in the Soy Chee Cotton Spinning Co., Ltd., was held in the Shanghai General Chamber of Commerce Rooms on May 6th to consider a resolution submitted at the request of sundry shareholders that an inspector be appointed to investigate the affairs of the Company and furnish to each shareholder a printed report of the result of his investigations.

Mr. H. E. Arnold, the Chairman, explained that an impression seemed to have gained ground that an employee absconded with £25,000, whereas, as a matter of fact, no misappropriation of funds on his part had taken place. Certain discrepancies occurred, which did not involve a considerable amount of money, and the balance of the £25,000 was made up of an over-valuation of stocks, whereby the Company had in previous years shown profits which were not earned and which had actually been received by the shareholders in the shape of dividends or been allocated to a dividend equalization fund, so that in reality the shareholders had already had the benefit of the greater part of these funds. However, were the Company to be reconstructed on the basis of the present value of plant, machinery and land, the assets would still be considerably in excess of the share capital.

As regards the late general managers, no negligence could be proved against them, and, secondly, they were fully protected by Article 138 of the Articles of Association. Should the shareholders desire to take action against them in the German Courts, they could do so, but nothing could possibly be gained by such action.

Certain discrepancies occurred in 1913 and 1914, which were, however, not discovered until considerably later. The parties responsible for this were no longer in the service of the Company, and after a careful investigation the necessary steps had been taken to ensure a more satisfactory state of affairs. A further investigation could only go over the ground which had already been covered, and nothing would be gained thereby beyond disturbing the working of the mill, which was now satisfactory, and thereby possibly occasioning further losses to the Company at a time when cotton mills generally were finding it difficult to cover their expenses.

The Chairman added:—The present general managers have since their appointment made no charge for their services, and have agreed to waive their commission until the affairs of the Company are in a more satisfactory position. He further stated that they have considerably reduced the Company's expenses.

Mr. Hummel said he had no particular objection to Messrs. Arnold's continuation as general managers so long as they were content to run the company at a reasonable remuneration. He believed to be the opinion of many other shareholders when he stated that he was not yet satisfied that every possible step had been taken to get to the root of the trouble and to bring to book those who were in any way concerned in the serious irregularities. They were informed by the auditor's report that these were discovered as far back as September of last year and yet it was only on the issue of the annual report a few days back that they had the first official notice that such serious differences and misstatements existed. A certain number of shareholders were of opinion that a thorough investigation should be made by an inspector duly appointed by the shareholders under the power granted in the Companies' Ordinances of 1911. They were no doubt aware that the resolution, which he would propose, required to be passed by a majority of not less than three-fourths of such members entitled to vote at that meeting. Mr. Arnold, by virtue of the shares and proxies held by him, was doubtless in a position to defeat this special resolution. He had, however, signified to the speaker his intention not to oppose the resolution, but non-opposition was not sufficient. The active support of his votes was necessary to pass the resolution and he, therefore, put it to the Chairman that it was his duty actively to welcome and assist the present attempt to investigate thoroughly the conduct of the affairs of the Company, with which he alone, or in partnership with others, had been entrusted. He would remind them that, even if they were not strong enough to pass the resolution before them, the shareholders representing a tenth of the capital were nevertheless empowered under the Ordinances to apply to the Court direct to appoint an inspector who would report to the Court. They intended to adopt this course if the present resolution were thrown out.

Mr. F. H. Crossley seconded the motion in favour of the appointment of an inspector.

Mr. Noel said he did not see how Article 75 of the Articles of Association was got over by the legal advisers, which stated that the general managers might be removed and others appointed only by a special resolution passed by a majority of two-thirds of those present at an extraordinary general meeting, at which two-thirds of the capital of the Company was represented. As far as he could learn an agreement had been made with Messrs. H. E. Arnold which was signed by three of the directors and by Messrs. H. E. Arnold, whereby the latter were appointed general managers. That was subject to confirmation as a special resolution by the shareholders.

After further discussion the resolution was put to the meeting and declared lost by a majority on a show of hands.

Mr. Hummel demanded a poll, which, on being taken, showed the resolution lost by 4,390 votes to 2,303. The extraordinary general meeting then terminated.

BRITISH WAR CHARITIES. CANTON.

A further sum of £175 (making £275 since the beginning of the year) has been remitted to London this month as under-noted:—

British Red Cross Society	£ 50
St. Dunstan's Home for Blind Soldiers	25
Officers' Families Fund	25
Soldiers and Sailors Families Association	25
Urgency Cases Hospital	25
Patriotic League of Britons Overseas	25
	£175

Copies of the Circular issued by the Committee with regard to War Charities can be obtained from Mr. D. Forbes, c/o Hongkong Bank, Canton, to whom further donations and subscriptions should be sent.

The following is the list of subscriptions to date:—

Already acknowledged for 1916. £2,789.50

mous, \$25; S. M. Bander, \$1;
 J. H. Barton, \$10; Banque de
 L'Indo-Chine (Monday
 Bridge), \$85; R. K. Batche-
 lor, \$20; F. G. Becker, \$40; F.
 Norton Bell, \$30; E. S. Ben-
 nett, \$40; W. Bonnas, \$5; W.
 Boolechund, \$20; Rev. A. H.
 Bray, \$20; C. J. Canadian
 Presby. Mission, \$50; J. H.
 Carrie, \$40; J. Chippendale,
 \$10; C. Clarkson, \$10; P. H.
 Cobb, \$10; J. E. B. de
 Courcy, \$20; A. H. Craig,
 \$10; J. H. Crocker, \$40; A.
 Darby, \$30; O. W. Darch,
 \$60; H. F. Dent, \$10; P. A.
 V. Dixon, \$10; Miss Agnes
 Dulmage, \$20; O. Eager, \$20;
 H. Ellis, \$10; H. T. Ford,
 \$30; D. Forbes, \$80; E. A. G.
 Friederichsen, \$18; Rev. C.
 A. Gaff, \$6; E. E. Gerrard,
 \$20; C. Gear, \$10; W. A.
 Hannibal & Co., \$10; H. P.
 Harris, \$20; P. L. O. Hill,
 \$40; A. V. Hogg, \$40; Dr. A.
 W. Hooker, \$10; A. Hotson,
 \$20; D. B. Izatt, \$10; J. W.
 Jamieson, C.M.G., £25; Rev.
 P. Jenkins, \$10; A. B.
 Jordan, \$10; F. E. Joseland,
 \$10; O. C. Kench, \$20; G.
 C. Kitching, \$30; C. A. Mc-
 Allum, \$200; Rev. D. McRae,
 \$50; Rev. G. H. McNeur,
 \$250; T. N. Manners, \$20;
 A. Martin, \$10; Rev. W.
 Mawson, \$25; A. Millar, \$20;
 E. R. Moore, \$15; H. G.
 Mullin, \$5; J. H. Murphy,
 \$10; C. Nunes, \$5; R. C. G.
 Ogilvy, \$5; A. W. L. Oliver,
 \$10; Parson Trading Co.,
 \$10; C. A. Peel, \$40; G. L.
 Read, \$60; C. H. Reid, \$10;
 Dr. W. G. Reynolds, \$10;
 John Robertson, \$10; C. H. J.
 Ross, \$10; J. Ross, \$5; H. H.
 Sandeman, \$40; H. C. Scrim-
 shaw, \$15; C. H. Shields,
 \$150; Miss H. A. Shearer,
 \$10; J. G. Shearer, \$10; F.
 Smith, \$20; F. J. Smith, \$10;
 J. T. Smith, \$10; H. S. S.
 Smith, \$20; H. Sutton, \$40;
 Rev. J. R. Temple, \$20; Rev.
 S. G. Tapp, \$30; E. V. P.
 Waters, \$20; C. E. Watson,
 \$10; R. J. White, \$20; W.
 13.50; J. Wilkie, \$20; E.
 Marshall Wood, \$40.

Total

SAIGON RICE MARKET.

The Compagnie de Commerce et Navigation d'Extreme Orient, writing from Saigon on May 6th, state:—

Our rice market is still very firm. Arrivals of paddy are less important than they ought to be and are immediately bought by the millers for the replenishment of their stocks.

A demand from Hongkong is expected soon, but the political situation in the Provinces of South China being still the same business is still restricted. The total amount of rice exported from the last January up till the 2nd May, 453,748 tons against 371,002 tons in 1915. We quote to-day white rice, No. 2 sifto Japan quality, Hongkong \$4.54 per picul f.o.b. Saigon, for May-June shipment.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.

NOTICE.

The following extract from orders by Chief Engineer, China Coast, is published for information. The undermentioned members of the Engineer Co. are raised to the "Very Superior" rate of Engineer Pay with effect from 5th May, 1916:—

ELECTRICIANS.

No. 1832 Lt.-Col. Mathewman.
No. 1838 Lt.-Col. Marley.
No. 1764 Lt.-Col. Hill.
and No. 1870 Lt.-Col. Norris raised to the "Superior" rate of Engineer pay with effect from 5th May, 1916.

PARADES.

2.—Parade for to-day.
7 a.m.—Signalling Section, C. Co., at Headquarters.
6.15 p.m.—Civil Service Company Headquarters.
6 p.m.—Scouts Co., No. 1 Section, Squad Drill and Skirmishing, Cricket Ground.

DETAILS.

2.—On duty to-night: Scouts Co. Next for duty: Scouts Co. Orderly Officer till 10.15 p.m.: Lieut. Neall.
A. R. Chapman, Adjutant, H.K.Y.

NEW ADVERTISEMENTS

TO LET

PREMISES at present occupied by CHS. J. GAUPP & Co., Alexandra Buildings, Charter Road.
Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators. [705]

THE ROYAL HONGKONG GOLF CLUB.

EMPIRE DAY,
24TH MAY, 1916.

A BOGEY COMPETITION for a Cup kindly presented by J. W. BOLLES, Esq., will be held over FAN LING on WEDNESDAY, 24th inst. (Empire Day).
Conditions: 18 holes against Bogey. Entrance Fee \$10.00 per Card. Any number of cards may be taken out. The sum realised from the Entrance Fees will be handed over to the Cigarette and Tobacco Fund.
K. M. CUMMING,
Hon. Secretary. [708]

COTTON PIECE GOODS.

AGENTS WANTED.

A Firm of Manufacturers and Shippers of Manchester are open to negotiate with respectable Agents for Sale on Indent basis of White Shirtings, Black and Coloured Italian, Dyed Broadens, Cotton Spanish Stripes and Fancies, on commission in Hongkong. Address with particulars to "K. O." care of W. H. Smith & Son, Advertising Agents, Blackfriars, Manchester, England. [708]



GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer on the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. on the 17th May, 1916.
The Tenders to state the total amount (in Pounds Sterling) for Telegraphic Transfer will be made for less than £100.
The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."
The right to accept or reject any or all of the Tenders is reserved.
Copies of Forms of Tender can be had on application.
Persons Tendering for (Bills) are hereby notified that having regard to the provisions of the Acts 22 George III, Cap. 45, and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract, thereby made for the allotment of such (Bills).
The provisions in question do not apply to Contracts entered into by an Incorporated Trading Company in its corporate capacity and made for the general benefit of the Company.
R. L. BOURCHIER, Major, A.E.D.,
Treasury Chest Officer,
His Majesty's Treasury Office,
Hongkong, 16th May, 1916. [707]

S.S. "ANDRE LEBON."
COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO DAY, requesting it to be loaded here.
Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 22nd May, at Noon, will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 23rd May, or they will not be recognised.
All damaged packages will be examined on Monday, the 22nd May, at 10 A.M.
No Fire Insurance has been effected.
P. THOMAS,
Agent. [702]

WANTED.

TENDERS are invited until May 17th, 1916, for Salvage of Cargo now on the S.S. "CHIO MARU" stranded on Lamma Island.
Conditions of Tender may be had from the Undersigned.
K. DOI,
Auctioneer,
Toro Kien RAHUA.
Hongkong, 15th May, 1916. [697]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM this date Mr. C. MONTAGUE EDE has been appointed General Manager of the Company and during his absence from the Colony Mr. C. E. P. HAY will perform the duties of the General Manager and Sign per Procuration.
By Order of the Board of Directors,
P. H. HOLYOAK,
Chairman. [693]

HAMBURG-AMERIKA-LINIE.

G. PRIEN,
HILL BERGDAHL & CO.,
F. LORRIA
(In Liquidation).

CREDITORS are required to send in their claims against the above to the Undersigned, No. 5, Queen's Road Central, on or before WEDNESDAY, the 31st May, 1916.
Dated the 12th May, 1916.
J. HENNESSY SETH, A.S.A.,
Liquidator. [698]

PUBLIC COMPANIES

WILLIAM POWELL, LTD.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices TO-DAY (WEDNESDAY), the 17th May, 1916, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and Statement of Accounts to the 29th February, 1916.
The TRANSFER BOOKS of the Company will be CLOSED from the 10th May to the 17th May, both days inclusive.
By Order,
H. O. HOLT,
Secretary. [661]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on SATURDAY, the 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive.
By Order of the Board of Directors,
GIBB LIVINGSTON & Co.,
Agents. [649]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 11.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.
The CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager. [658]

PEAR TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, on TUESDAY, the 23rd May, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1916.
The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 23rd instant, both days inclusive.
PEAR TRAMWAYS COMPANY, LTD.,
JOHN D. HUMPHREYS & SON,
General Managers. [694]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1916.

THE Board having declared an INTERIM DIVIDEND of One Shilling per Share free of Income Tax for the year ending 30th June, 1916, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividend on presenting No. 7 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares to any of the following Banks at Shanghai or Tientsin:—
THE HONGKONG AND SHANGHAI BANKING CORPORATION,
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
THE RUSSO-ASIATIC BANK,
THE BANQUE BELGE POUR L'ETRANGER.
The payment will be made in either Dollar or Taels as the holder may wish at the buying Rate of Exchange of the day.
GENERAL MANAGER,
KAILAN MINING ADMINISTRATION,
Hongkong, 16th May, 1916. [699]

LOST, STOLEN OR STRAYED.

FROM No. 77, PEAK.—Male SIAMESE CAT, wearing collar engraved "J. D. DABNEY." \$20 reward offered for its return.
Hongkong, 16th May, 1916. [700]

54% RUSSIAN INTERNAL SHORT-TERMED LOAN OF 1916
for Rbls. 2,000,000,000.

THE Public is hereby informed that the Subscription List to the above LOAN will be Closed on 26th May, 1916, and not as heretofore advertised.

The terms are as under:—
The Price of issue is 95%.
The Loan is entirely free of Income Tax and of other taxation.
The Loan is redeemable at par on 1st February, 1926, Russian style, without option for the Russian Government to convert it at an earlier date.
Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above Loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.
The RUSSO-ASIATIC BANK in Hongkong is ready to accept applications for the above-named Loan.
Special favourable rates will be quoted for Russian exchange.
Payment may also be made in Roubles.
Applications will be wired to Petrograd free of telegraphic charges and commission.
40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.
The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.
G. TISDALL,
Manager,
RUSSO-ASIATIC BANK,
Hongkong, 14th May, 1916. [702]

HOUSES TO LET

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
Apply to—**WILKINSON & GRIST,**
[691]

TO LET—FURNISHED.

FOREBANK WEST, MAGAZINE GAP, PEAK, for four months from Middle of May.
Apply—**F. M. CRAWFORD,**
Care of LANE, CRAWFORD & Co.
[678]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—**CHINA FIRE INSURANCE Co., Ltd.**
[622]

TO LET.

A HOUSE in Observatory Villas with Tennis Court.
Apply to—**ARRATON V. APCAR & Co.,**
14, Des Voeux Road.
[619]

TO LET.

OFFICES in Second Floor, 4/122's BUILDINGS, Reasonable rent.
Apply to—**THE UNION TRADING Co.,**
5, Queen's Buildings.
[674]

TO LET.

OFFICES in Princes' Building.
Apply to—**SHEWAN, TOMES & Co.,**
Liquidators,
REUTER, BROCKELMANN & Co.
[672]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 2 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—**DEACON, LOOKER, DEACON & HARSTON.**
[690]

TO LET.

FURNISHED, FOUR-ROOMED HOUSE, on Mount Parish, Vaucluse, for six months. Electric Light and Telephone installed.
Apply—**D. V. STEVENSON,**
Care of DEACON, LOOKER, DEACON & HARSTON.
[492]

TO LET.

A SMALL GODOWN in PRINCES BUILDING.
For particulars, etc., apply—**THE HONGKONG CENTRAL ESTATE, LTD.**
[625]

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL, THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, etc. No. 14, SWANSEAN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.
Apply to—**DAVID SASSOON & Co., Ltd.**
[415]

TO LET.

A HOUSE in Kowloon Terrace.
Apply—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
[37]

TO LET.

From 1st May.
Apply to—**SHEWAN, TOMES & Co.**
[618]

TO LET.

TWO ROOMED-FLATS, 13 Nathan Road, Kowloon.
THREE ROOMED-FLATS in Humphrey's Buildings, Kowloon.
FOUR ROOMED-FLATS in May Road with every modern convenience, including Electric Bath and Kitchen Range, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—**HUMPHREYS ESTATE & FINANCE Co., Ltd.**
Alexandra Buildings [692]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK, CRAIGMIN EAST, 180, THE PEAK, Unfurnished.
4-ROOMED FLAT to let at the PEAK.
KELLET CREST, 66, PEAK.
No. 14, VANCHAI ROAD, Large and Spacious Godown.
"SHORNCLIFFE" Garden Road, to let. Furnished, 6 Rooms.
"WOODBURY" No. 4, Harkow Road, Kowloon, from 1st May, 1916.
"GLENSHIEL" No. 141, Plantation Road, Peak, from 1st November, 1915.
"HARTING" Austin Road, Kowloon.
No. 6, BELLIOS TERRACE.
No. 25, BELLIOS TERRACE, with substance on Conduit Road.
ONE GODOWN, No. 8, Barrows Street, Wanchai.
TWO GODOWNS in Duddell Street.
No. 5, DES VOEUX VILLAS, 51, PEAK, Unfurnished.
No. 18, THE PEAK (CAMERON VILLAS).
Apply to—**LEITCH & DAVIS**
3rd Floor, Alexandra Buildings, 35.

INTIMATION

ROUGH ON CORNS

Paring a corn only brings but brief relief.

WATSON'S CORN CURE

when applied night and morning undermines the corn, which can be then easily removed with the finger, causing no pain or discomfort.

per 60 cts. bottle.

Prepared only by

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

TELEPHONE 618.

MARRIAGES.

DAVIDSON-ANDERSON.—On May 11th, at the Holy Trinity Cathedral, Shanghai, by the Dean, Rev. A. J. Walker, ALEX. LOYD DAVIDSON, second son of Dr. and Mrs. W. A. Davidson, of Shepherd's Bush, London, to EDITH JANE ANDERSON, only daughter of Mr. and Mrs. P. C. Anderson, of Shepherd's Bush, London.

SULLIVAN-BLEWCHAMP.—On May 11th, at the Holy Trinity Cathedral, Shanghai, by the Dean, Rev. A. J. Walker, PATRICK DANIEL SULLIVAN, only son of J. W. Sullivan, of Malden, Surrey, to HILDA LAURA BLEWCHAMP, youngest daughter of the late John Cornes and Mrs. Blewchamp, of Malden, Surrey.

DEATH.

DALGLISH.—On May 8th, at Blackheath, London, WILLIAM HENRY DALGLISH, senior partner of Messrs. DalGLISH & Co., London, and William Little & Co., Shanghai.

HONGKONG OFFICE: 104, DES VOEUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 17TH MAY, 1916.

A CONFLICT OF IDEALS.

THE news of the surrender of General TOWNSEND and his force of nine thousand men—probably the greatest disaster to British arms since the time of the American War of Independence—has been sympathetically received in Japan, although the Japanese idea that death is preferable to surrender naturally colours the views expressed. Thus, one of the leading Japanese papers, while admitting that the history of Europe is full of instances of surrender, since it is not in the West considered a military disgrace, compares this attitude with that obtaining in the East, where any surrender to the enemy is regarded as an indelible blot on the good fame of the country. There is no doubt that a defence carried to the utmost extremity is, if successful, a great factor in encouraging the martial spirit of the army. British history is full of splendid records of defences carried out under the greatest privation. The defence of Lucknow has received poetical honours, and no less memorable is the defence of Gibraltar. Even Mafeking, despite the new word it added to the English language, is a remembrance of which the British may feel proud. Each of these

successful defences no doubt played a great part in the wars in which they occurred. But when our Japanese contemporary expresses the opinion that if the British forces had died fighting the morale of the British troops at other places would have received great encouragement, the argument is difficult to follow. When the story of the campaign comes to be written it will be found, we feel sure, that General TOWNSEND offered a splendid defence against tremendous odds. Whether or not the whole expedition was a mistake is another question, which will have to be thrashed out later. The point is whether an heroic defence becomes less heroic if it ends in surrender instead of death. Gordon defended Khartum to the death, not because he regarded surrender as dishonourable, but because, in view of the character of the enemy, it was inevitable that failure should bring death. But the Turks are an honourable foe, as witness the tributes paid to them by the Australians who fought at Gallipoli, and General TOWNSEND and his officers had no right to demand that the men under them should sacrifice their lives uselessly. The surrender is, no doubt, unpalatable to the British, but those who think, as our Japanese contemporary thinks, that it will have a discouraging effect on our fellow-countrymen know little of British character. The total destruction of General TOWNSEND's force would not have been more encouraging than its surrender is discouraging. In either case the British determination to continue the conflict is strengthened.

What is the origin of the victory or death idea? As the Japanese paper points out, it is not confined to Japan, but is also found in China, from which Japan probably borrowed it, and as the Chinese are poor soldiers and the martial spirit is generally lacking, it may be taken as a means, not for arousing the courage of the soldiers from the Western point of view, but of making them desperate, since the defeat of the enemy was their only road to life. Remains of the same idea are to be found in the West. Early in the present war the French Commander-in-Chief found it necessary to make an example of some officers who, in the popular language, had shown the "white feather," which indicates that, while it is not considered dishonourable to fall into the hands of the enemy, it is dishonourable not to face the chances of death in the hope of victory. It is probable, however, that the idea originated in more primitive times. The custom among savage races of taking no prisoners clearly involved both sides in a victory-or-death struggle. Now, as war represents the more primitive part of men's nature, it may not unjustly be concluded that, although cloaked in a more decent garb, the victory-or-death principle is a tradition handed down from savage times. War has so far been humanised that the taking of prisoners is now recognised as the duty of a belligerent. It is not to his advantage, since he has to guard and feed them and thus divert part of his energy to work which does not assist him to victory. It is merely a case of feelings of humanity having prevailed over the more primitive warlike instincts. Incidentally, if we are to accept the statements made in the German soldiers' diaries that they were given orders to take no prisoners, it would appear that the cultivation of war serves to destroy the humane feelings and thus lead to re-barbarisation. But the taking of prisoners of war as a recognised custom was not in itself sufficient, among those races who had adopted it comparatively recently, to kill the old idea as to the result of capture by the enemy. The association between death and capture still remained, and, by a not uncommon psychological process the death-wound which could no longer be looked for from the enemy became self-inflicted, so that to commit suicide on defeat became a recognised custom. From a custom to a duty is but a step; and thus either death in battle or suicide rather than surrender are now inculcated in Japan as military virtues. In the East the whole idea of war is of a more primitive character than that generally held in the West, where it has become more humanised. There the idea of the extinction of the enemy has entirely disappeared. War is regarded more as an affair of skill than as an affair of brute force; men are no longer human bullets to be flung in the face of the enemy; a retreat, if it economises life, is not discreditable. The object is to put the enemy *hors de combat* at the least expenditure of life. This is not altogether the view of war that obtains in Japan, and this may account for some of the criticisms that the tactics of the Allies have evoked. In part these criticisms are, no doubt, justified, but in part they represent a different—perhaps more primitive—conception of war.

A mail for Europe via Siberia closes to-day at 10.30 a.m.

The Bishop of Victoria and family have gone to Weihaiwei for two or three months.

The P. and O. outward mail steamer *Medina*, with the London Mail of the 4th instant, arrived at Suez on the 14th instant.

The *Peking Gazette* announces the death on May 6th of Miss Anna Gertrude Reed, a devoted worker of the American Presbyterian Mission.

In connection with the Royal Hongkong Golf Club a Bogey Competition for a Cup presented by Mr. J. W. Bolles will be held over Fanling on Empire Day (May 24th). Conditions may be seen in the advertisement.

Mr. Justice Skinner Turner, Assistant Judge of H.M. Supreme Court, Shanghai, announced a few days ago that he would not entertain I.O.U.s. and promissory notes when written in any foreign language unless accompanied by an English translation.

Purely formal business was transacted at the meeting of the Sanitary Board yesterday. Those present were: Mr. D. W. Trueman (President), the Hon. Mr. Chatham, C.M.G. (Director of Public Works), Dr. W. Pearse (Medical Officer of Health), Mr. Chan Kai Ming and Dr. Oxtoby.

CONTEST WITH SUBMARINE
WELL-KNOWN HONGKONG MAN'S EXPERIENCE.

Mr. John P. Gibson, who, a few months ago was a second officer in the employment of Messrs. Jardine, Matheson & Co., has been given a commission in the Royal Naval Reserve. In a letter to a friend in Hongkong Mr. Gibson explains how he was submarined on the way home. He was engaged on a Saigon steamer which was going to France and while en route was unfortunate enough to encounter an enemy submarine. Describing the incident, Mr. Gibson says that they tried to get the ship away, but it was no good. The submarine soon got the ship's range and gave her a very bad time. The ship was "peppered" with shrapnel and "the Chinese crew did as usual—got away and left us." The submarine had to catch them, so it shot away the remaining boats, but Mr. Gibson with others got off in a "dingy" which was so full of shrapnel holes that it sunk to the gunwales as soon as they got in. However, they were lucky enough to be picked up by a French trawler and were taken to Greece, being subsequently sent home. Mr. Gibson then applied for and was successful in obtaining a commission, and he expects to secure a "second ring" soon. Concluding a very cheery letter, he says: "Perhaps I will see you in Hongkong again after the sausage King is finished."

WEDDING OF CHINESE AVIATOR.

There was an exceptionally interesting wedding at the little Church adjoining St. Paul's College yesterday, when Mr. Tom Gunn, the well-known Chinese aviator, was married to Miss Lily Tong, a Chinese lady who hails from San Francisco, and who recently arrived in the Colony. The Church was skilfully decorated with ferns and flowers, and near the altar was hung a model of a bird in flight. There was a very large attendance of friends, mostly Chinese who have returned from America, and a great deal of interest was evinced in the wedding by the Chinese community generally.

The Rev. A. D. Stewart conducted the service. The bride, who was given away by Mr. C. J. Hammes, was attended by the Misses May and Winnie Woo, Annie Wing and Jade Wong as bridesmaids, with Miss Rose Jung as maid-of-honour. All were prettily attired, and carried lovely bouquets of roses. The "best man" was Mr. Arthur Lyn, also an aviator, who came over from America.

The "Bridal March" and the "Wedding March" were played by Mrs. S. T. Kong.

Subsequently a reception was held at the King Edward Hotel, where there was a large gathering, and in the evening some hundreds of guests assembled at the To Yuen Restaurant.

Mr. and Mrs. Gunn, who go to Japan for the honeymoon, were the recipients of a valuable collection of gifts. Included among them were presents from the Tutch of Kwangtung, General Lung Chai-Kwong, and also from the former Civil Governor.

THE WAR.

SIR ROGER CASEMENT ON TRIAL.

SOME SENSATIONAL DISCLOSURES.

BRILLIANT FRENCH SUCCESSES.

BRITISH AGAIN HEAVILY ATTACKED.

RUSSIANS PRESSING FORWARD.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH ENGAGED.

HEAVY ENEMY BOMBARDMENTS AND INFANTRY ATTACKS.

LONDON, May 16th.
1.25 a.m.

A communiqué states:—There was considerable activity last evening and in the night on our front between Loos, Bethune and the La Bassée Canal. The enemy heavily bombarded a small section of a trench east of Bethune, and raiders succeeded in entering, but only for a few minutes. We heavily and effectively bombarded German positions north of the Hohenzollern redoubt. The enemy further north, just south of La Bassée Canal, exploded a mine twenty five yards in front of our trenches and seized the crater.

After a short bombardment we secured the lip of the crater, capturing a prisoner and finding several dead Germans. Both sides exploded mines north-west of Hulluch, but there was no infantry fighting. We carried out a successful bombardment of the enemy's positions opposite Fauquissart, and also silenced the enemy's trench mortars near St. Eloi.

BRILLIANT FRENCH COUP-DE-MAIN.

PARIS, May 15th.
4.20 p.m.

A communiqué states:—The activity at Verdun has been confined to a continuation of the bombardment in the Hill 304 region. There has been great artillery activity in Champagne. A brilliant French coup-de-main southward of Somme took an enemy first line trench.

ANOTHER FRENCH SUCCESS.

ENEMY TRENCHES "CLEANED OUT."

PARIS, May 16th.
1.30 a.m.

A communiqué states:—The French scored a brilliant little success on the heights of the Meuse. They cleaned out 200 metres of enemy trenches, capturing some prisoners. German artillery activity in Champagne was succeeded by repeated infantry attacks, all of which were fruitless.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GOOD WORK BY ALPINE TROOPS.

ROME, May 16th.

A communiqué states:—Alpine troops have gained possession of an important crest in the Adamello zone. They have also seized Grozdon Deldivolo and made a fresh advance in the Ladro Valley. The Austrians opened a violent bombardment in the Lagarina Valley, to which the Italians effectively replied. There has also been an intense bombardment on the Isanzo front from Montenero to the sea.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE "SUSSEX" OUTRAGE.

GERMANY OFFERS SPAIN REPARATION.

MADRID, May 15th.

Germany has apologised to Spain for the loss of her nationals in the *Sussex* outrage, and promises to compensate the families.

[THROUGH REUTER'S AGENCY.]

CASEMENT ON HIS TRIAL.

SENSATIONAL DISCLOSURES.

WAR PRISONERS' STORIES.

LONDON, May 15th.

Extraordinary interest was manifested at the opening of the trial of Sir Roger Casement. Long lines of people, many of whom were of distinguished position, waited for hours at Bow Street, but only a few were admitted owing to the limited space available.

There was a dramatic surprise when a second prisoner was placed in the dock, Daniel Bailey, described as a soldier, living at Wembley, who was arrested at Wandsworth yesterday. Both were charged with high treason.

Sir Roger Casement was pale and haggard.

The Attorney-General (Sir F. E. Smith, K.C.) sketched his Consular life, read a letter from prisoner to Sir Edward Grey, which was written in 1911,

expressing his gratitude on the honour of Knighthood, and contrasted this with his subsequent change of views. He explained that Bailey was born in Dublin, and was taken prisoner by the Germans in September, 1914. Casement, he said, repeatedly addressed the Irish prisoners at Limburg, introducing himself as the "organiser of the Irish Volunteers," and saying that prisoners should join "to strike a blow for Ireland."

The vast majority treated his overtures with contempt. Bailey had stated that he joined really in order to get out of the country. Casement, Bailey, and a man named Monteith went to Berlin, secured tickets to Wilhelmshaven, and thence proceeded to Ireland in the *U20*.

HOW THEY REACHED IRELAND.

Bailey, in a written statement, described how the trio visited the Wilhelmshaven, received facilities to go to Ireland, entrained at Wilhelmshaven, and boarded a submarine. On reaching Ireland they attempted to land in a collapsible boat, which overturned. He and Casement waded ashore, and reached Tralee, where Casement went to a news paper shop and asked if the commanding officer had arrived. He was answered in the negative.

ARMS AND AMMUNITION FOR IRELAND.

Conversations aboard the submarine revealed that the accompanying steamer had 30,000 rifles, several million rounds of ammunition, ten machine-guns, and bombs on board. Bailey heard that Dublin Castle was to be raided.

The Attorney-General added that Sir Roger Casement, when arrested, gave a false name, but when he was handed over to the Metropolitan Police he admitted his identity. After his arrest Sir Roger Casement dropped a paper which was found to be in code. Divers who examined the cargo of the sunken steamer found Russian rifles of the 1905 pattern.

WAR PRISONERS' STORIES.

After formal police evidence, a Scotland Yard Inspector testified to the fact that Sir Roger Casement and Bailey were charged together, whereupon Sir Roger Casement, pointing to Bailey, said:—"Well, that man is innocent. I wish him to be as well defended as myself."

John Robinson, of Belfast, a Corporal in the R.A.M.C., who was prisoner at Limburg, gave evidence regarding Sir Roger Casement four times addressing British prisoners, numbering 4,000. Only about fifty, including Bailey, joined the "Irish Brigade." Sir Roger Casement said that Germany was going to win the war, and consequently he wanted to free Ireland.

A Private in the 2nd Munsters corroborated, and added that Sir Roger Casement, in the Limburg camp, talked to the men about an "Irish Brigade movement." After this the prisoners were better treated, but when the prisoners refused to join they had their bread supply knocked off.

[THROUGH REUTER'S AGENCY.]

A Belfast Corporal stated that he saw a young fellow shake Sir Roger Casement, and then the Germans interfered. The Germans offered them £10 each to join the "Irish Brigade," and promised that if Germany were defeated the Brigade would be sent to America.

Another Irish war prisoner testified to Bailey wearing a grey uniform with green facings, and the harp and Shamrock of the Irish Brigade.

A Private in the Leinsters stated in the course of his evidence that they hissed and booed Casement out of the camp at Limburg, and that one of the Munsters struck him. For this they were punished.

Further released prisoners gave similar evidence. One declared that an American priest carried on the "Irish Brigade" campaign after Sir Roger Casement left.

War prisoners further testified to the fact that the Germans punished them for calling Sir Roger Casement a traitor, and also because Irish soldiers struck him.

The case was adjourned. It appears that the *U 20* met with an accident and put back to Heligoland, where Sir Roger Casement and his companions were transferred to the *U 30* which went northward by the Shetlands to Tralee.

THE TROUBLE IN CHINA.

DIVISION BETWEEN NORTH AND SOUTH.

LONDON, May 15th.

The *Times* Peking correspondent says the Government has agreed to a proposal to hold a conference of delegates from the loyal provinces at Nanking to mediate between the North and South, and to discuss the question of President.

CHINA'S MORATORIUM.

"AN ACT OF CRIMINAL FOLLY."

SHANGHAI, May 15th.

Despite the Moratorium the Bank of China remained open, thereby preventing an unparalleled panic, as already there has been a run on another Bank. Immense crowds are besieging the banks in order to convert notes, and foreign banks are lending assistance. The Moratorium is universally condemned as an act of criminal folly, which, it is feared, may lead to foreign intervention.

SAN FRANCISCO AND CHINA COAST.

THREE NEW VESSELS.

The three Dutch cargo and passenger steamers, *Venezuela*, *Columbia*, and *Equador*, each of 5,461 tons gross, with capacity for 5,700 tons of cargo and accommodation for 111 first class passengers which were recently purchased by Messrs. W. R. Grace & Co. are intended, says the *American Exporter*, to ply between San Francisco and the China coast.

These steamers are especially well fitted for such service having been built to the order of the Royal Dutch West India Mail Service within the past twelve months for the trade across the Atlantic to New York via Dutch Guiana, Venezuela, Curacao, and Hayti. The *Venezuela* had made several voyages to New York in that service, but the other two ships are quite new and do not appear yet to have been tried.

An instance of the increasing value of shipping property, it is reported that the Norwegian interests which acquired the boats from the Dutch Line and transferred them a few days later to W. R. Grace & Co., made a profit of about \$237,500 on the transaction, the price paid for them by the new American owners being \$1,100,000 for each ship.

The three sister boats were built by the Nederlandsche Scheepsbouw Maatschappij, of Amsterdam, and measure 350ft. long by 48.6ft. beam by 35.3ft. depth. They have been designed to take the highest class of Lloyd's, and are entirely built of steel, with an orlop deck. The 111 saloon passengers are berthed in 57 staterooms.

STEW FOR THE "TOMMIES."

Described as the biggest contract of the sort ever signed in the United States or Canada, the Imperial Canned Food Company, Limited, of Montreal, have just received an order from the British Government for 600,000,000 one pound tins of beef stew for the British Army. According to specifications, each tin is to contain:

8 ounces of beef,
4 ounces of rice,
1 ounce of onions,
1 ounce carrots, and
1 ounce of liquid.

The Imperial Canned Food Company, Limited, is understood to be a combination special formed to deal with the contract.

CORPORAL MOLLIE, A.S.C.

Reading in *The Daily Mail* that the Germans are using women in their Army Service Corps reminds me of my friend Mollie.

Like many another friend or acquaintance, she disappeared during the first months of the war and came to the surface again in the place one least expected. It appeared that she was anxious to do her "bit," but was not at all sure what or where that "bit" was. She has many accomplishments, sings, fiddles, mimics to the life, and tells a story imitatively, but none of these is a war-time occupation. She tried lady-gardening, not altogether successfully; next she did a little dairy work, and, adoring beasts and cattle of every sort, enjoyed it so much that her conscience pricked her. That job coming to an end, she turned her thoughts to munitions-making. But in the meantime she saw an advertisement asking for women to act as hay-balers, applied, was engaged, and found herself employed by the Forage Department of the War Office.

Mollie's experiences as a hay-baler would fill a volume. I should like to have seen her standing on a haystack in the grey and shivery dawn, for she started work in November—tossing the loose hay with her pitchfork into the feeder of the machine from which it issued chopped and trussed. But her career, though packed with vicissitudes, came to a sudden halt. There was a conflict with the authorities, and Mollie, though morally victorious, had to retire from the field of action. She packed her pilgrim-basket once more and took the next train into the Unknown.

There followed another idle space, tinged with more dreams of munitions-making. But Mollie's spirited behaviour seems to have impressed the War Office. It is even possible that she has left her mark upon the Forage Department—for one day she received a mysterious telegram, summoning her to report to a Sergeant Somebody at Somewhere in Sussex, signed by a Lieutenant Somebody Else. Extremely puzzled, but panting with a sense of adventure, Mollie packed her pilgrim-basket once more and took the next train into the Unknown.

When she got to her destination she found on inquiry that no sergeant of the name given her had ever been heard of there. Quite by chance, however, another sergeant turned up and annexed her. He said that for some days past he had been expecting a young person from Oxford, but as she persisted in not appearing he would take whom he could get. Mollie was surprised to learn that this was how things were done in the army, but she made no objection. The sergeant was a genial person, rather fat, and not altogether military in appearance, but quite "the gentleman."

Remembering some of the sergeants she had known she accepted him thankfully. Mollie, in her duties. She was henceforth to remain in the goods yard of a certain railway station until further notice, awaiting loads of hay which would come in from time to time to be forwarded to various destinations. These loads were to be checked, examined, and bales must be rejected if not up to quality. She was also to see them weighed and labelled, and to make sure that the trucks for their reception were dry and sufficiently clean. Other duties there were of a clerical nature—complicated forms to be filled up, reports to be sent in to the Department, and what not. The sergeant put two sheets of closely typed directions into her hand and vanished. To say that she was bewildered fails to describe her state of mind; she was stricken with a sense of utter helplessness, and she had the heart-breaking conviction that the porters who hung about in the distance were laughing at her!

But there is nothing like being thrown into the sea to teach one to swim. After two or three days' struggle to overtake her new work Mollie began to find her feet more or less abreast of it. Now and then the sergeant would arrive, ask a question or two, unbend in a few social remarks about the weather, and depart. Mollie had hoped that she was to do a uniform, but beyond the official badge which she wore in her buttonhole nothing of the sort had yet been provided. She was rather disappointed, for she felt that a uniform would make the porters respect her more. One pre-arranged old thing, the *dogger* of the goods yard, was most obstructive. The younger ones were more agreeable, one of them even conversational, but they all had a way of vanishing elsewhere on important business when she wanted anything done.

One day no less a person, than the Lieutenant came upon the scene. By that time Mollie was quite *au fait* in all forage matters, and was able to meet him with that ease of manner which comes of conscious efficiency—or, unconscious inefficiency. When the official had satisfied himself that all was as it should be, a rather bored young man seems to have indulged his very natural curiosity about an extremely nice-looking girl. How long had she been at this sort of thing? Had she been able to find a decent billet? And then, delicately confidential: "I didn't know they employed—er—ladies. How did you manage to get on?"

"I don't know," replied Mollie modestly. "I think it was an accident." To this day she is persuaded that her appointment was a mistake on the part of the authorities. The telegram she received was, of course, intended for the young person at Oxford.

"What is my rank?" she wanted to know.

"Oh—er—corporal, I suppose," the Lieutenant answered. "What pay do they give you?"

Now this question touches Mollie's sore point. She gets five shillings a day, Sunday excepted, and out of that sum she has to pay billeting expenses, transport expenses, and the postage of her daily correspondence with the Department. The last two items are supposed to be refunded, but an account sent in is not necessarily an account liquidated. As to travelling, she is obliged in the course of her work to make journeys up and down the line, but although it might seem reasonable for her to expect a free pass she has to buy a ticket every time. To hear Mollie grouse on the subject one would think she had been in the Army all her life.

(Continued on next Column.)

EXTENDED BRITISH FRONT.

FROM YSER CANAL TO SOMME

With the recent occupation of the Arras sector, the British front has (says Mr. Percival Phillips in a dispatch from the British Headquarters) become one continuous line from the Yser Canal, north of Ypres, to the valley of the Somme. Two ruined cities and a series of defences rendered historic by the furious unsuccessful attacks made on them are now included in this British barrier across Flanders and Western France, confronting the armies of Duke Albrecht of Wurttemberg, the Crown Prince of Bavaria, and General von Bulow. A year ago a British force, pitifully small in comparison with the hosts arrayed against it—and not a man of the New Army in the field—held the main road to Calais. To-day, a great army, built up with the fresh divisions that have been arriving steadily throughout the winter, holds all the roads to Calais between Ypres and Amiens. It is obvious that this recent extension of the British sphere of activity was not unconnected with the situation at Verdun. By taking over a heavily-held portion of the French lines we have released a large force of allied troops which must be reckoned among the best in the French Army enabling them to prepare a fresh concentration elsewhere. The British front has been extended very slowly, and with great deliberation. Until the middle of last summer it was a single short strip of line embracing the Ypres salient, "Plug street," Wood, Armentières, Neuve-Chapelle, and the region about La Bassée, held by corps organised into two army commands. Then a third British Army organisation replaced the French in the Somme area, east and north-east of Amiens, taking over a line which extended from a point north of the village of Hebuterne through Albert, south of Vaux, on the heights above the Somme. This arrangement left the French in possession of the sector including Souchez, the so-called "Labyrinth," the heights of Notre Dame de la Lorette, and the Arras salient, which they retained throughout the winter, with British troops on either flank, until they were finally relieved by their Allies a few weeks ago.

The new British area affords many opportunities for observing the battle front which cannot be enjoyed on the flat plain of Flanders. Instead of peering through a periscope at an empty field, marked only by a mesh of rusted wire, it is possible to gaze at a wide sweep of enemy-held country, and to follow the white line of the German trenches up and down the hills, and through wide valleys. The troops who have gone there appreciate the change. They are able to stretch their necks—and their legs—with greater freedom, and the business of killing Boches can be continued amid pleasant surroundings. The new occupants of the Arras sector found excellent shelter awaiting them. The French are master trench-builders, and they bequeathed deep, commodious dug-outs and wide well-lined fire trenches to their Allies. Cordial greetings were exchanged between the incoming and outgoing tenants. It is not often the British and French infantry of the line have an opportunity to fraternise, and the process of "taking over" was marked by many evidences of good fellowship. The departing troops were cheered as they marched away from their rest billets, and the villagers gave their successors a hearty welcome.

ST. ELOI PRISONERS MOSTLY DANES.

To-day in a village at the back of the line I saw about 100 prisoners taken at St. Eloi.

The majority of the men were of a Jäger regiment from the Danish side of Schleswig-Holstein. Because, in the circumstances, they were lucky to be alive—for their position had been mined and rushed—they looked really cheerful, and while being photographed took a boyish eagerness in the proceedings.

Several were white and sad enough, having been shocked by the mine explosion; but even the eyes of these showed their appreciation of being thoroughly "out of it" at last. All of them were grateful—several of them confessed as much—for the generous treatment they had received from their captors. The understandings between them and their guardian Tommies were obvious. Tommy, thank goodness, though a bonny fighter, is not the boy to cherish ill-will. A prisoner bears himself like a man, then Tommy's appreciative offer of cigarettes and general help to a fellow in misfortune is pleasing to watch.

This might have been more noticeable yesterday, because, no doubt, our men saw these prisoners were of their own sort. Nobody could have mistaken them as Prussians. Though dishevelled, and their grey and greenish uniforms were caked with dry clay, the prisoners were in good condition, well clad, well shod, and mainly young. A few wore the new German steel helmet, which looks even more medieval than the French or British. They admitted the suddenness and vigour of the British attack had given them very heavy casualties.

Mollie relates that going up and down the country she has come across many members of the A.S.C.—mostly male. Of the women she met one was filling a position of responsibility even greater than her own, but being a woman she drew only the same amount of pay. We hear a good deal about waste in Government Departments, therefore it is unjust to refuse recognition of their occasional economies. Women, however, have less respect for authority than the other sex, and with their innate longing of red tape can cause much distress in the official mind. Perhaps that is the reason that more of them are not being employed at present. One wonders how the Hun deal with their refractory fair ones; if, indeed, they ever prove refractory. It would seem practically certain that they do not make full-blown corporals of them, even by accident.—D.B.H.

M. VENEZELOS AND HIS KING.

GREECE'S GRAND OLD MAN ON HIS DEFENCE.

The organ of M. Venezelos, the *Kyria* or *Urolog*, devoted five columns to a review of the political situation in Greece. Although the article is anonymous, it is no secret that it emanates from the able and caustic pen of the leader of the Liberal party, says Mr. Donohue.

It was the writer's intention, he says, to have discussed at length the King's recent interview with the correspondent of a German newspaper, but it is announced that this subject will be dealt with at length next week.

In the article there are some sharp thrusts at the Government, while the ruler of the State himself does not escape criticism. After referring to the unconstitutional methods which are so glorified by the present Cabinet, the writer charges the Government with using the King as a mouthpiece for the distribution of interviews, regardless whether they are detrimental to the interest of the State or prejudicial to the Crown itself, of which latter the Liberal party have been the jealous guardians ever since the new régime began in 1909.

M. Venezelos proceeds to justify his acts and his policies, and to rebut many charges brought against him. His enemies, he says, are pursuing a wild and vague policy which is likely to bring disaster to his country. It is pointed out that after the withdrawal of M. Venezelos from the Cabinet in February, 1915, the succeeding Cabinet sought to create friction between the ruler and M. Venezelos. The present administration never lost an opportunity, heedless of the national interests, of attempting to widen the breach between the Liberal leader and the King.

WHOSE ELOQUENCE?

In a quotation from the recent German interview with his Majesty, the latter is reported to have charged M. Venezelos with a superabundance of imagination in dealing with the Allies, and to be swayed by emotionalism.

In further extracts from the interview his Majesty is reported to have declared that when Sir Edward Grey's offer of compensation in Asia Minor was made to Greece as the price of her assistance to Serbia, M. Venezelos went to the Chamber and drew a vivid picture of the new territory, and described its flocks and herds as if they were actually before his eyes.

In reply to this the *Urolog* article says that the writer does not desire to dwell unduly upon the incident, but he must point out that all this talk about M. Venezelos' flight of imagination is simply an inexactitude put into the King's mouth by his advisers.

His Majesty, it is added, must be aware that the fundamental policy of M. Venezelos, after the two Balkan wars, was peace and tranquillity, and owing to the balance of power created by the Bucharest Treaty, Greece found it possible to direct her energies towards internal reforms and organisation.

Nevertheless, there was always the fear that Bulgaria and Turkey united might seek to take their revenge upon Greece.

WAS THE TREATY OF 1913 FINAL?

Many anxious State problems confronted Greece at the outbreak of the European war; for instance, Rumania declared to Greece that she did not longer consider the Treaty of Bucharest as giving the necessary stability, and that the balance of power in the Balkans would need to be set upon a fresh basis. Then there was the Turkish problem. When the Turks joined the Central Powers, and there was no longer any danger of an isolated attack on Greece by Turkey, Greece, with an eye on the future, sought the interest of the *Entente* Powers on the question of Greek territorial concession in Asia Minor.

Before any territorial concession could be defined, it was first necessary to appease Bulgaria, but the negotiations fell through, for M. Venezelos was unable to discover "any clear atmosphere" at Sofia. It was grossly unfair to accuse M. Venezelos of being swayed by his imagination, since the Powers furnished a written guarantee that they were prepared to recognise Greek territorial aspirations in Asia Minor.

TWO KINGS: IN 1912 AND 1915.

Coming to Greece's attitude towards Serbia, the writer asks what would have happened if, in September, 1912, King George had acted as did King Constantine in 1915? What would the world have said if King George, at the last moment, had declined to side with the other Balkan States, and left them to fight the Turk, and probably to be beaten on the ground that the Turk was too strong for all four Powers? His Majesty ought to be aware that imagination is a necessary factor of a statesman's mind; it is indispensable that a statesman should not fail to perceive things under his very nose.

Discussing what is termed the prevailing policy of Greece, the writer emphasises the danger which a Greater Bulgaria will cause to Greece. Hatz the Greeks, he asks, a guarantee from Germany that, at the termination of hostilities Bulgaria, if she enters Greek territory, will depart peacefully? If not, she must be living in a fool's paradise. The King is stated to have declared that even if the Bulgars entered they would depart peacefully when they had driven the enemies from Salonika. "In order to expel the Bulgars," Germany prepared to resort to force," the writer leaves his own question unanswered. The man who thinks that after the war a victorious and powerful Bulgaria would be content to leave Greece in peace is lamentably lacking in foresight and wisdom.

In conclusion, the writer gives a grave warning to his countrymen. He is emphatically of opinion that the Bulgarian menace is the gravest danger Greece has to face.

GERMAN LOSSES AT VERDUN. NOT LESS THAN 200,000 MEN.

We have received from a thoroughly reliable source the following particulars regarding the German losses before Verdun. The statement, it will be observed, covers the period of forty days from February 21st to April 1st. Figures quoted from the German casualty lists give the total losses reported in these lists since the beginning of the war at 2,720,917.

Written documents, evidence, and many declarations checked by authoritative information now make it possible to establish definitely the losses of the Germans on the Verdun front between February 21st and April 1st.

They have been very great—so great that the startled German General Staff, to counteract the depression which these new and unavailing sacrifices will cause throughout the empire, is endeavouring to maintain that, for once, thanks to German methods, the losses of the attacking forces have been less than those of the defence. This falsity the facts disprove; a few examples will suffice to show.

It is known that two Army Corps, the 3rd and the 18th, were withdrawn for reconstitution from the front, having left on the field in the first attacks at least a third of their effectives. On their re-appearance, reconstituted, in the firing line, they again suffered similar losses. The reinforcements of the German armies, indeed, melt away as they arrive on the battlefield. In all, the 18th Army Corps lost 17,000 men, the 3rd 22,000 men.

Exact figures can be given regarding the 121st Division of Infantry, which came on the scene north of Vaux about March 12th. More than half the 7th Regiment of Reserve was mown down by the French machine-guns in an attack on the approaches to the fort, which had no result. The same thing happened to the 60th Regiment, which lost 50 per cent. of its effectives. The 18th Infantry Regiment, on March 9th, attacking the village Vaux, had similar loss. Its 13th Company was surprised and annihilated in houses in the village. The 1st Battalion was reduced by 60 per cent. The three regiments of infantry of the 11th Bavarian Division, which led the attack on Malancourt and Avocourt Woods on March 20th and 22nd, lost 50 to 60 per cent. of their men. The four Landwehr regiments of the 2nd Divisions suffered similar loss.

These were losses sustained in the course of an attack. Besides, the regiments in the trenches or in reserve sustained losses from French artillery fire every day. It is known that in the case of certain German regiments these losses were very heavy. The 37th Regiment of Infantry, for instance, surprised by the French fire during a change of position, lost 500 men, and was so tried by the experience that it was unable, on March 10th, to make the attack on the village of Vaux which it was to undertake, as the 18th Regiment had been decimated by the French machine-guns.

During the forty days from February 21st to April 1st the Germans had engaged on the Verdun front between Avocourt and Eparges 299 battalions of infantry, representing at least 1,075 infantry companies, plus twenty-three battalions of pioneers of three companies, or 1,145 companies in all. These companies had been specially strengthened. Before the attack they numbered in some cases 200 men and the average number of men in a company may be taken at 290 men; so that the "armée de choc" numbered, in infantry alone, 298,000 men.

Since February 21st no fewer than eighty battalions have been withdrawn to be reconstituted; the others were reinforced where they stood. It is under-estimating the facts to say that the infantry engaged in the action has numbered nearly 450,000, and the statements of prisoners collated and checked lead to the conclusion that at least a third of the infantry engaged were lost. That is to say, in the first line alone 150,000 men have fallen.

But the German losses do not stop there. All the evidence points to the fact that the German artillery, of which the woods were full, suffered losses comparable to those of infantry, who do not take a direct part in the assault.

Besides this the French long range guns have dealt destruction among the troops carrying on various army services behind the lines. On the most moderate estimate the conclusion is reached that the losses of the Germans before Verdun cannot have been less than 200,000 men. It was reported that the German General Staff came to the decision that the taking of Verdun by the Crown Prince was worth the sacrifice of 200,000 of the Kaiser's subjects. This figure was exceeded, and the Kaiser and his son have still to reach the French fortresses.

ITALY AND EGYPT. AGREEMENT WITH BRITAIN.

An exchange of notes took place between Baron Sonnino, Minister for Foreign Affairs, and the British Ambassador regarding certain questions at issue between the two Governments regarding Egypt. The Italian Government has agreed to a prolongation of the Mixed Tribunals, while the British Government has undertaken to arrange for the nomination of another Italian magistrate on these tribunals. At the same time some points relating to the eventual cession of the Capitulations régime in Egypt and the position of Italy's colonial subjects were settled.

The British Government declared that it had always recognised the importance of Italian interests in Egypt, and formally accepted the principle that there should be complete equality in Egypt between the treatment of Italian interests and those of other Powers. On this definite condition the Italian Government consented to agree to the eventual abolition of the Capitulations and the transformations of the Mixed Tribunals, if other Great Powers also consented.

KAISER'S OIL FOUNTAIN.

SECRET SUBMARINE BASE IN CORFU.

Jean Dimis-Oghlou, formerly a Greek officer of the Anatolian Volunteers, who, the *Montreal Daily Star* states, has won the £2,000 reward offered by the British Government for information leading to the discovery of enemy submarine bases in the Aegean, describes in that journal how 30,000 gallons of oil were hidden in the Kaiser's Palace at Corfu for German and Austrian submarines.

"After the French landed on the island," he says, "the report spread like a whirlwind that they had discovered 30,000 gallons of oil in the cellar of the marble palace. We gasped with surprise. Many of us ridiculed it."

"In the afternoon I went direct to the palace and asked the French sentry if this report was true, and he told me it was."

Jean Dimis-Oghlou was subsequently conducted over the palace. "In the centre of the courtyard," he writes, "was a huge fountain, unlike anything I have seen in all my travels. The officer in charge told me that it was never used, except as we proceeded towards the outwardly curving edge of this gigantic fountain I observed that the water in it was stagnant."

"It is oil," answered the French officer. "In the succeeding two days of the landing of the French on our island every detail of the secret working of the German submarine base was unearthed."

TWO MILE PIPE LINE.

It was discovered that German engineers had laid a two-mile-long pipeline, connecting the bottom of the fountain in the courtyard of Achilleion with a sunken metal oil tank far away in the channel at Corfu.

The prominent people of Corfu assert now that the Germans had in the past, every now and then, imported some old statues, buried these under ground, and then unearthed them for the purpose of justifying their 'excavation expeditions' on such a large scale.

The writer next describes a bogus olive oil storehouse owned by a German, which apparently played a great part in connection with the Kaiser's oil tank, as hundreds of casks, supposed to contain olive oil, were found to be filled with petroleum.

"These casks, filled with oil for power generating purposes, were taken to the interior of the depot. There they were emptied into a large tank which was connected through underground pipes laid many years ago, with the ostensible excuse of 'excavating,' with the fountain in the courtyard of the palace of Achilleion. From there another pipe system extended underground far away to the sea, while this pipe supplied a large sunken tank."

The Austro-German submarine that has made so much havoc in the Mediterranean until recently were in the habit of submerging right on top of this sunken tank out in the channel.

It is believed in Corfu that in storing such great quantities of oil the Germans had in view the needs of other oil-burning vessels as well as submarines.

GERMANY'S HELMET.

MR. RUNCIMAN EXPLAINS HIS POLICY.

"We must prevent Germany from again raising her helmet. We object to her using her resources and commercial relations with us for purposes of aggression, as she did in preparation for this war," declared Mr. Runciman, President of the Board of Trade, in an interview with Mr. W. S. Forrest, of the United States of America, published throughout America.

"Germany has announced," said the Minister, "that at the conclusion of the war she will attempt to establish a Customs Union of the Central Powers on aggressive lines. This can only mean that they intend to follow up the present war by an economic war. If this is a deliberate object we, and the Allies, will know how to meet an aggressive war of this nature, just as we met her hostile action during the past twenty months. But we shall be better prepared for this threatened economic war, and we are most obliged to Germany for giving us warning beforehand. The economic war which she threatens would be a permanent barrier to the peaceful development of Europe."

STEP TO VICTORY.

"I have, myself, used language of a hostile character in regard to Germany's trade," he said, "believing that the crushing of an enemy's trade is an essential step to victory. Every belligerent, in all times, has attempted, during the progress of a war, to destroy the enemy's trade as a measure of war. By making it clear to Germany that the longer this war continues the less will be her chance of recoupment out of the profits of foreign markets, we aim at shortening the war. Everything which tends to preserve her wealth is likely to lengthen the war."

The correspondent called Mr. Runciman's attention to his recent statement in the House of Commons that the Allies could never allow Germany to again raise her head.

Mr. Runciman replied: "What I really ought to have said was, 'The question of her raising her helmet.' We in England have not grown so foolish as to believe that one nation becomes rich on another's poverty, or that the Bismarck policy of bleeding your enemy white, as he bled France in 1871, is good for either individual nations or for Europe as a whole. Peaceful penetration as a means to a military end can never again be tolerated by England, France, Italy, and Russia, nor can we submit to most favoured nations' clauses in commercial treaties being utilised to the detriment of any one of the Allied countries."

"The Conference at Paris will approach all these questions with these points in mind. We are all determined to resist Germany wherever we find her trying to establish political predominance in foreign countries by commercial means. We are actuated by a necessity of (Continued on next column.)"

FOOD RIOTS IN GERMANY.

DUTCH JOURNAL'S ENQUIRY.

The *Nieuwe Courant* states:—In connection with the many rumours of hunger riots in Cologne and Berlin, in connection with which even mitrailleuses and guns were said to have been fired at the crowd, we have endeavoured to get some definite information. At Cologne serious disturbances have indeed been caused by women, but no firearms were used to put them down. The mitrailleuses and guns seen at Cologne were the trophies permanently exhibited there. The outside public was not allowed on that occasion to leave the railway station, but this happened before, when the transport of troops or wounded took place.

The cause of these disturbances, it is said, is not a shortage of food. Of course, there is no abundance. The Government recognizes this fully in a letter, intended to enlighten and reassure the people as to the organisation of the food supply. There is no danger of famine, this letter says. But the remnant of the overseas imports has gradually been consumed, and can only be reinforced sparingly from the Balkans. The reduction of meat and fat, which was foreseen a year ago, has become a necessity now. To the household difficulties as to the choice of food, the worry of the high prices has been added.

In the industrial centres of Rhineland, Westphalia, a special factor makes matters even more difficult. The women, who before marriage mostly worked in the factories, know little of cooking as a rule. When the war necessitated a limited consumption of bread and butter and the use of a surrogate for coffee, so that the need of food that required cooking arose, these women were at the end of their resources, and the limitation in the use of bread and butter was consequently nowhere felt so sharply as there.

FEELING IN GERMANY.

The *Lokaleiniger* has a remarkable revelation of the state of public feeling in an article entitled "Hold Your Tongues."

It is the duty of everyone who cannot serve his Fatherland with weapons to advance all measures directed to the maintenance of the national will and to maintain a good spirit. Unhappily this is not the case everywhere. Fanciful whippersnappers are found exerting quite a contrary influence. At one time they are anxious because the British have instituted censorship, and therefore may become especially dangerous. Then they worry about the fat cards or more meatless days. Far worse are those who talk about our interior affairs, those from whom one hears: "We cannot carry on much longer. We are in need everywhere, need of cattle for meat, of butter, of fat for bread, corn, etc. Where are we going to? In some months our supplies will certainly be at an end." Other persons never tire of telling each other that there are differences of opinion between the Kaiser and Hindenburg. They say that the Kaiser wishes a decision on the Western front, but that Hindenburg is preparing for it in the East. All these stories are spun from idle brains. To these wide-spread, spreading, stupid rumours about threatened starvation or a growing want of raw materials, we say that they are serving our enemies with their tongues. Let them be silent.

"THE CHANCELLOR'S DESIRE."

From all that one hears we must come to the conclusion that our responsible statesmen in full accord with our military leaders are now regarding the general situation differently from the time when the Chancellor, depending on our strength and assured superiority, announced our readiness for peace negotiations under certain conditions. The echo with these words produced in enemy countries proved that the leading men in the enemy camps had lost all judgment of what could be attained. Even at that time the Chancellor left no doubt that, if his desire to avoid further bloodshed was in vain, we were determined to double our efforts in order to open the eyes of even the blindest of our enemies. Undoubtedly not one of the forces at our disposal must remain unused. We may also be finally assured that all our leading men have recognised the acuteness of the war of destruction waged against us and are determined to carry it on to a victorious end with all the arms at our disposal. When, where, and how these arms are to be used we must leave to those men, and he must bear great responsibility who would use the secrecy which must necessarily prevail regarding this in order to create the impression that in any quarter there is a lack of strength for the final decision and of the great energy which this great fight for existence demands.

defence, and the disclosure which this war has provided of the complete Junker policy at home and abroad is a lesson that none of the Allies will ever forget."

RESOURCES DEVELOPED.

Mr. Runciman looks forward to great trade activity after the war. "The efficiency of the British working man has been raised during the war. The possibilities of increased output have been explored and experimented. The resources and adaptability of our manufacturers in every trade have been excited, and with the immense fund of labour which will be set free on demobilization we count on renewed activity in every important trade. The potentialities of woman labour are now being tested, and that, in itself, will add greatly to the producing power of British industry."

"Do you anticipate much labour trouble after the war?" the interviewer queried. "Those who speak for organized labour," answered Mr. Runciman, "are not fools, and they know perfectly well that only by complete co-operation between all classes will it be possible for us to recuperate from the industrial and financial exhaustion of the war."

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITABOEM	JAVA & SAIGON	in port	17th May.	SHANGHAI
TJIPANAS	JAVA & SAIGON	14th May.	24th May.	BATAVIA
TJILIWONG	JAVA & MAKASSAR	14th May.	19th May.	BATAVIA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
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Subject to Change Without Notice.

S.S. "TJISONDAI"	...	11th June.
S.S. "KARIMOEN"	...	12th July.
S.S. "TJIKEMBANG"	...	11th August.
S.S. "ARAKAN"	...	11th September.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a fully qualified surgeon.
Cargo taken on through Bills of Lading to all Overseas Ports in the United States of America and Canada.
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JAVA-CHINA-JAPAN LIJN,

MANAGING AGENTS.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

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VIA SHANGHAI, NAGASAKI AND HONOLULU.

JUNE 23-AUG. 29-NOV. 4.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent.

Princo's Buildings, Ice House Street.

Hongkong, 28th April, 1916.

[623]

THE TAIKOO DOCK YARD

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TAIKOO DOCK YARD, HONGKONG.

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BUTTERFIELD & SWIRE.

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TELEPHONE No. 212

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[623]

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CHERY OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 19th April, 1916.

[73]

SHIPPING

ARRIVALS

ANDRE LEBON, French str., 7,375, F. Vallat, 16th May—Marseilles 16th April, General—Messageries Maritimes.

ARTEMIS, Norwegian str., 3,062, G. Gjertsen, 16th May—Singapore 9th May, General—Thoresen & Co.

CHINGCHOW, British str., 1,195, J. Doyle, 15th May—Port Paravai 12th May, Lime Stone—Shewan, Tomes & Co.

BOURNEA, British str., 2,954, Lucas, 16th May—New York 15th April, Railway Material—Doddwell & Co.

KACHINAT, Maru, Japanese str., 1,983, O. Muranaka, 10th May—Mitsui 10th May—Mitsui Bussan Kaisha.

KISUO, Maru, Japanese str., 1,730, Kubota, 16th May—Karatani 9th May, Coal—Mitsui Bussan Kaisha.

LOON-YANG, British str., 1,083, Knight, 10th May—Manila 13th May, General—Jardine, Matheson & Co.

MATSURA, Maru, Japanese str., 2,183, K. Okura, 10th May—Karatani 10th May, Coal—Mitsui Bussan Kaisha.

MEMPHIS, British str., 2,080, A. Williams, 15th May—Shanghai 11th May, General—Jardine, Matheson & Co.

NAUSMITH, American str., 1,707, T. K. Wamagata, 15th May—Kobe 7th May, General—Order.

CLEARANCES

IN THE HARBOR MASTER'S OFFICE, May 16th.

ANDRE LEBON, French str., Shanghai.

ARTEMIS, Norwegian str., for Mitsui.

CHINGCHOW, British str., for Saigon.

TAISHAN, Chinese str., for Shanghai.

DEPARTURES

May 16th.

AKI MARU, Jap. str., for Manila.

BORNEO MARU, Jap. str., for Batavia.

CHYON MARU, Jap. str., for Kobe.

CHINGCHOW, British str., for Port Paravai.

CHANGHUA, British str., for Swatow.

CHUNHUA, British str., for Haiphong.

HANOI, French str., for Singapore.

INDRANADI, British str., for Singapore.

KAMAKURA MARU, Jap. str., for Kooling.

KUNICHIRO, British str., for Shanghai.

K. WONGSANG, British str., for Singapore.

LICHON, British str., for Shanghai.

NAUSMITH, American str., for Manila.

NIPPON MARU, Jap. str., for San Francisco.

NIGHTROW MARU, Jap. str., for Hongkong.

SEIYO MARU, Jap. str., for Moji.

TAISHO MARU, Jap. str., for Canton.

TUJATAP, Dutch str., for Batavia.

WAISHING, British str., for Bangkok.

PASSENGERS

DEPARTED.

Per Kamakura Maru, for Seattle, etc., Rev. and Mrs. Stewart and 3 children, Mrs. F. Green and 2 children, Miss Hamilton, Miss E. E. Wilson, Miss K. T. Wilson, Rev. J. H. Martin, Master M. Anderson, Miss E. Anderson, Mrs. W. J. Crawford, Mrs. Sarah Moses, Mrs. Macanado, Miss Macanado, Mrs. H. G. Fitch, Mrs. S. Silva, Misses Silva (2), Mrs. Alfonso, Mr. R. Nakanishi.

Per Aki Maru, for Australia, etc., Mr. S. Noble, Mr. P. W. Fisher, Mr. E. A. Batt, Miss B. Bennett, Mr. and Mrs. S. R. Coward, Miss M. Tejero, Miss L. Villanueva, Mr. H. V. Foy, Mr. H. L. Goldsmith, Mrs. L. C. O'Brien, Mrs. E. A. Bruntton, Dr. and Mrs. M. C. Larkin, Mrs. E. P. St. Hill, Miss P. L. St. Hill, Miss A. R. Walker, Mr. J. A. Higgins, Mr. and Mrs. W. B. Hill, Mr. D. Vashida, Mr. C. H. St. Hill, Mr. H. Vashida, Mr. G. Kitagawa, Mr. F. Villanueva, Mrs. H. N. Henshaw and 3 children, Miss Aki Sato, Mrs. Sano Handa, Mr. W. Ohashi, Mr. K. Sekimoto, Mr. N. W. Major, Mr. H. M. Carson, Mr. J. Hart, Mr. A. Hart, Mr. John Smith, and Mrs. G. Golubrievsky.

Per Nippon Maru, for San Francisco, etc., Mr. C. Triadon, Mrs. C. Aymer, Mrs. de Goas Caradee and servant, Mr. and Mrs. M. White, Mr. J. G. Gonzalez de Bernado, Mr. S. M. Caverio, Mr. G. H. Wadleigh, Mr. Peck, Mr. D. F. McKinnay, Mr. J. E. M. Ophof, Mr. E. Holmes, Mr. J. E. Keefe, Miss S. M. Owen, Miss C. Bushfield, Miss S. M. Rudy, Mrs. J. Thompson, 3 children and governess, Miss Ennis, Mrs. F. S. Bannister, Mr. and Mrs. J. R. Cunningham and child, Mr. and Mrs. W. B. Alexander and child, Mr. F. H. Gray, Mr. C. W. Olsen, Mr. T. Shoda, Mr. N. Hori, Mr. and Mrs. T. McMann, Mr. D. J. Walsh, Mr. and Mrs. L. Knox and servant, Mr. K. A. Kuckelbridge, Mr. J. Schumann, Mr. F. A. Garcia, Mrs. P. Gennens and 3 children, Mrs. N. S. de Ruply and 3 children, Mrs. E. Mora and 2 children.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The str. Nankin left Shanghai for this port on the 15th instant, at 10.45 a.m., with the homeward English mails, and is due here on the 18th instant, at about 8 a.m.

CANADIAN MAIL.

The str. Empress of Asia leaves Vancouver on Thursday, the 18th instant, and is due to arrive here on Wednesday, the 7th June.

MERCHANT STEAMERS.

The str. Shirata left Calcutta on the 1st instant, and may be expected here on or about the 23rd instant.

ROYAL MAIL S. F. CO.

Carmathenshire, from England, is due in Hongkong end of May.

LATEST STEAMER MOVEMENT.

The str. Empress of Japan will arrive at Yokohama on Thursday, the 18th inst., p.m., and will leave Yokohama same day, at midnight.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong, "h." midway between Hongkong and Kowloon, "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	CAPTAIN	TO BE FREIGHT APPLY TO	TO BE DISPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NANKIN	Brit. str.	G. Manley	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	KAGA MARU	Jan. str.	Tosaya	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NOVARA	Brit. str.	H.B. Heikington, R.N.	P. & O. S. N. Co.	On 2nd June, at Noon.
LONDON	CITY OF LINCOLN	Brit. str.	H. W. Dorman	THE BANK LINE, LIMITED	On 4th June.
NEW YORK VIA PANAMA CANAL.	BLOMFOUNTAIN	Brit. str.	J. McGeorge	THE BANK LINE, LIMITED	On 23rd inst.
GENOA & LONDON	GLIMPSE	Brit. str.	H. W. Dorman	THE BANK LINE, LIMITED	On 22nd inst.
MARSEILLES VIA PORTS.	PORTHOS	Brit. str.	R. White	THE BANK LINE, LIMITED	About 5th June.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	JESUIT	Brit. str.	T. Saraga	OSAKA SHOKEN KAISHA	On 26th inst. at 1 P.M.
VICTORIA & TACOMA VIA MANILA, &c.	CANADA MARU	Jan. str.	Shinobe	NIPPON YUSEN KAISHA	On 7th June, at 4 P.M.
VICTORIA B.O. & SEATTLE VIA KOLING, &c.	YOKOHAMA MARU	Jan. str.		OSAKA SHOKEN KAISHA	On 11th July at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KITO MARU	Jan. str.		CHINA MAIL S.S. CO., LTD.	About 23rd inst.
SAN FRANCISCO	JAQUE	Am. str.		DOWDELL & CO., LTD.	About 30th inst.
SAN FRANCISCO	FLORIDIAN	Am. str.		TOYO KISEN KAISHA	On 31st inst. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINTO MARU	Jan. str.		TOYO KISEN KAISHA	On 3rd June, at Noon.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	DAIEN MARU	Jan. str.		JAVA-CHINA JAPAN LINE	On 11th June.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	TAISONDARI	Dutch str.		CHINA MAIL S.S. CO., LTD.	On 23rd June.
SAN FRANCISCO VIA SHANGHAI, NAGASAKI, & HOKKAI	CHINA	Am. str.	S. Robinson	CANADIAN PACIFIC O. S. LD.	To-day.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	W. Dixon Hopeart	CANADIAN PACIFIC O. S. LD.	On 31st inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 14th June.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF ASIA	Brit. str.	A. J. Hadley	CANADIAN PACIFIC O. S. LD.	On 28th June.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF EUROPE	Brit. str.	D. W. Harrison	CANADIAN PACIFIC O. S. LD.	On 30th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AFRICA	Brit. str.	E. T. Pilscher	BUTTERFIELD & SWIRE	On 2nd June, at 11 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AUSTRALIA	Brit. str.	Takaya	OSAKA SHOKEN KAISHA	On 15th June, at 4 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AMERICA	Brit. str.	Shano	NIPPON YUSEN KAISHA	On 12th June, at 10 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF ASIA	Brit. str.	Sakamoto	BUTTERFIELD & SWIRE	On 22nd inst. at D'light.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF EUROPE	Brit. str.	K. Ogura	NIPPON YUSEN KAISHA	On 24th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AFRICA	Brit. str.	T. A. Mitchell	NIPPON YUSEN KAISHA	On 30th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AUSTRALIA	Brit. str.	B. Kon	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AMERICA	Brit. str.	S. Homalwood	JAVA-CHINA JAPAN LINE	To-day.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF ASIA	Brit. str.	E. S. Jones	JAVA-CHINA JAPAN LINE	To-morrow, at 10 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF EUROPE	Brit. str.	J. M. Smith	NIPPON YUSEN KAISHA	To-day, at 8 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AFRICA	Brit. str.	J. H. Geleoy	JARDINE, MATHESON & CO., LD.	On 19th inst. at D'light.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AUSTRALIA	Brit. str.	S. Barcham	JARDINE, MATHESON & CO., LD.	On 21st inst. at D'light.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AMERICA	Brit. str.	A. B. Garwood, R.N.	DAVID SASSOON & CO., LTD.	On 28th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF ASIA	Brit. str.	Kouichi		About 30th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF EUROPE	Brit. str.	A. Kobayashi	P. & O. S. N. Co.	About 3rd June.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AFRICA	Brit. str.	J. W. Evans	BUTTERFIELD & SWIRE	To-morrow, at D'light.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AUSTRALIA	Brit. str.	W. C. Pussmore	OSAKA SHOKEN KAISHA	On 21st inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AMERICA	Brit. str.	Knight	OSAKA SHOKEN KAISHA	On 24th inst. at 9 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF ASIA	Brit. str.	W. W. Mearns	DOUGLAS LAFRANK & CO.	To-morrow, at P.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF EUROPE	Brit. str.	Hori	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AFRICA	Brit. str.	T. Miyata	JARDINE, MATHESON & CO., LD.	On 20th inst. at 3 P.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AUSTRALIA	Brit. str.	W. Benson	NIPPON YUSEN KAISHA	On 22nd inst. at 3 P.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AMERICA	Brit. str.	Kawai	OSAKA SHOKEN KAISHA	On 27th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF ASIA	Brit. str.	J. B. Evans	BUTTERFIELD & SWIRE	On 3rd June, at 7 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF EUROPE	Brit. str.	D. W. Ritchie	OSAKA SHOKEN KAISHA	On 19th inst. at 10 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AFRICA	Brit. str.		NIPPON YUSEN KAISHA	On 27th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AUSTRALIA	Brit. str.		JAVA-CHINA JAPAN LINE	On 19th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF AMERICA	Brit. str.		BUTTERFIELD & SWIRE	On 23rd inst. at 10 A.M.

INDIAN AFRICAN LINE.

Large carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong Proposed Sailing Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route and affording the quickest freight transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "JESERIC" About 5th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For London ... S.S. "CITY OF LINCOLN" ... On 4th June.
For London & SWANSEA ... "CITY OF BOMBAY" ... On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For rates of freight and further information apply to—

THE BANK LINE, LTD.,
GENERAL AGENTS

Hongkong 11th April, 1916.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

SAIGON ... "KASHING" ... On 18th May, Dlight.
SHANGHAI ... "TINGCHOW" ... On 18th May, Dlight.
SINGAPORE ... "KAIPOH" ... On 19th May, 10 A.M.
HAIPOH ... "KAIPOH" ... On 19th May, 10 A.M.
TIENTSIN ... "HUICHOW" ... On 28th May, Dlight.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

MANILA LINE—TWIN-SREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation, Electric Fans fitted, Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

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For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 17th May, 1916. Telephone 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

Connecting at 9 to 10 Days

STEAMSHIP CAPTAIN LEAVING
"SHANGHAI" ... Capt. J. W. Evans ... WEDNESDAY, 17th May, at 5 P.M.

For SAIGON.

"HAICHING" ... Capt. W. C. Passmore ... THURSDAY, 18th May, at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & Co.,
GENERAL MANAGERS

Hongkong, 17th May, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "SHIRATAI," 5,500 tons, Captain J. H. (Gulley), will be despatched on SHANGHAI, MOJI and KOBE on 26th May.

WESTWARD.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified cargo.

For Freight or passage, apply to—

DAVID SARSOON & CO., LTD.,
AGENTS

Hongkong, 13th May, 1916.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to	Nov Friday	Str. from Colombo	1916	1916
NANKIN	May 19	KARALA	June 19	June 26
NOVARA	June 2	MOREA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
NVANZA	June 30	Through Steamer	July 31	Aug. 7
NELLORE	July 14	Through Steamer	Aug. 4	Aug. 21
NANKIN	July 28	Through Steamer	Aug. 28	Sept. 4
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 1	Sept. 18

Passengers change Steamers at COLOMBO.
Loco motor on in the connecting Steamers from COLOMBO is definitely reserved for Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Steamers	Leave Hongkong	Due at Marseilles	Due at London
to	Nov Friday	1916	1916
NYANZA	TUESDAY, 24th May		
NAGOYA	SAUNDAY, 3rd June		
NELLORE	SATURDAY, 17th June		
NANKIN	SATURDAY, 4th July		

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers	Leave Hongkong	Leave SPOON	Due at Marseilles	Due at London
to	about	about	if calling about	about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passenger Tickets Interchangeable with the British India Co.
Round World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to

E. V. D. PARR,

Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
AND DISPLACEMENT			
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	1 KAGA MARU Capt. Tomura	13,000	THURSDAY, 25th May, at Noon
	2 KAMO MARU Capt. Shimizu	16,000	THURSDAY, 8th June, at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	1 YOKOHAMA MARU Capt. S. Ito	12,800	WEDNESDAY, 7th June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGALANG, THURSDAY, ISLAND, TOWNSVILLE and BRISBANE	1 TANGO MARU Capt. Koyama	12,800	TUESDAY, 13th June, at 4 P.M.
	1 NIKKO MARU Capt. Takada	630	FRIDAY, 14th July, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	1 TENSIN MARU Capt. Kawai	8,000	SATURDAY, 27th May
BOMBAY via SINGAPORE, MALACCA and COLOMBO	1 RANGON MARU Capt. Hori	8,000	MONDAY, 22nd May
KOBE and YOKOHAMA	1 TOSA MARU Capt. Sakamoto	10,000	WEDNESDAY, 24th May
MOJI and KOBE	1 YETOROFU MARU Capt. K. Ogura	8,800	SATURDAY, 20th May
NAGASAKI, KOBE and YOKOHAMA	1 NIKKO MARU Capt. Tanaka	9,000	MONDAY, 12th June, at 10 A.M.
SHANGHAI and KOBE	1 KATORI MARU Capt. S. Kori	21,000	THURSDAY, 10th May, at 10 A.M.

SOME PRINCIPAL FARES.

To London in Single Yen 500	To London and Single Yen 450
Return 975	Return 660
To London via New York	Montreal 557.50
To Victoria, Vancouver, Seattle	1st Single 530
To Sydney, 1st Single 240	To Melbourne, 1st Single 241
1st Return 475	1st Return 271.6
To Yokohama, 1st Return 110	To Kobe, 1st Return 51.25
2nd 80	2nd 41

ROUND THE WORLD, TOUR No. 1-21128, TOUR No. 2-21117.

For Further Information or to Freight, apply to—

T. KUSUMOTO, MANAGER

Telephone Nos. 292 and 241, FRANKLIN

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Leave Hongkong	Leave Hongkong
Leave Hongkong	Leave Hongkong	Leave Hongkong
SHINYO MARU	22,000—21 knots	WED, 31st May Noon.
DIREN MARU	9,000—13 knots	SATUR, 3rd June Noon.
JUNYO MARU	8,000—12 knots	MON, 26th June Noon.
PERSEA MARU	9,000—14 knots	TUES, 4th July 10 A.M.
KWANTO MARU	8,000—12 knots	SATUR, 8th July Noon.
KIYO MARU	17,900—14 knots	TUES, 11th July Noon.
TENYO MARU	22,000—21 knots	TUES, 18th July Noon.

† Via MANILA, Omitting Shanghai. † Proceeding to South American Ports. † Cargo only.

FIRST CLASS TO LONDON \$71.10... RETURN (6 MONTHS) \$120.

NEW YORK \$260 ... " " \$266.10.

SAN FRANCISCO \$245 ... " " \$258.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by way of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS.

MISERABLES, of ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Pacific Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Tons and Speed

KYO MARU 14,000—14 knots TUESDAY, 11th June

For Full Particulars as to Passage and Freight, apply to—

K. DOL, ACTING AGENT, King's Building, 313.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA

ANDRE LEBON ... On 17th May, at 8 A.M.

YOKOHAMA

HOMeward

MANILLE via SAIGON

and PORTS (Without Transshipment)

PORTHOS ... On or about 22nd May.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Class.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to—

P. THOMAS, AGENT, QUEEN'S BUILDING, 1.

TELEPHONE 740

O. S. K. OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

Via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.

"CANADA MARU" ... T. Suruga ... FRIDAY, 26th May, at 3 P.M.

"TACOMA MARU" ... T. Hamada ... MONDAY, 18th June, at 3 P.M.

† Omitting Shanghai and Nagasaki. † Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"LUZON MARU" ... SATURDAY, 2nd June, at 7 A.M.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"AMAKUSA MARU" ... SUNDAY, 21st May, at Noon.

"SOBU MARU" ... MONDAY, 24th May, at 9 A.M.

† Proceeding to Keelung via Swatow and Amoy.

† Proceeding to Anping and Takao.

These Formosan Lines will arrive at and depart from the Soon Yip Wharf, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI, MANAGER, No. 1, Queen's Building.

Tel. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. AUBIN	10th June	On 2nd June, 11 A.M.
EMPER		On 14th July, 11 A.M.

All Steamers fitted with wireless telegraphy.

The above Steamers are fitted with Distressing Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and are fitted throughout with Electricity.

All State-rooms have Electric Fans. A daily medicine Doctor and Stewardess are carried.

For further particulars, apply to—

GIBB, LIVINGSTON & CO. AGENTS

